

signal arm(s) in the fully retracted position.

[41 FR 36025, Aug. 26, 1976, as amended at 41 FR 56813, Dec. 30, 1976; 47 FR 38700, Sept. 2, 1982; 48 FR 38844, Aug. 26, 1983; 48 FR 40262, Sept. 6, 1983; 56 FR 58516, Nov. 20, 1991; 57 FR 57015, Dec. 2, 1992; 58 FR 60402, Nov. 16, 1993; 60 FR 15692, Mar. 27, 1995]

#### § 571.112 [Reserved]

#### § 571.113 Standard No. 113; Hood latch system.

S1. *Purpose and scope.* This standard establishes the requirement for providing a hood latch system or hood latch systems.

S2. *Application.* This standard applies to passenger cars, multipurpose passenger vehicles, trucks, and buses.

S3. *Definitions.* *Hood* means any exterior movable body panel forward of the windshield that is used to cover an engine, luggage, storage, or battery compartment.

##### S4. *Requirements.*

S4.1 Each hood must be provided with a hood latch system.

S4.2 A front opening hood which, in any open position, partially or completely obstructs a driver's forward view through the windshield must be provided with a second latch position on the hood latch system or with a second hood latch system.

#### § 571.114 Standard No. 114; Theft protection.

S1. *Purpose and Scope.* This standard specifies requirements primarily for theft protection to reduce the incidence of crashes resulting from unauthorized operation of a motor vehicle. It also specifies requirements to reduce the incidence of crashes resulting from the rollaway of parked vehicles with automatic transmissions as a result of children moving the shift mechanism out of the "park" position.

S2. *Application.* This standard applies to passenger cars, and to trucks and multipurpose passenger vehicles having a GVWR of 4536 kilograms or less. However, it does not apply to walk-in van-type vehicles.

##### S3. *Definitions.*

*Combination* means one of the specifically planned and constructed variations of a locking system which, when

properly actuated, permits operation of the locking system.

*Key* includes any other device designed and constructed to provide a method for operating a locking system which is designed and constructed to be operated by that device.

*Vehicle type* refers to *passenger car*, *truck*, or *multipurpose passenger vehicle*, as those terms are defined in 49 CFR 571.3.

##### S4. *Requirements.*

S4.1 Each truck and multipurpose passenger vehicle having a GVWR of 4536 kilograms or less and each passenger car shall meet the requirements of S4.2, S4.3, S4.4, and S4.5. However, open-body type vehicles that are manufactured for operation without doors and that either have no doors or have doors that are designed to be easily attached to and removed from the vehicle by the vehicle owner are not required to comply with S4.5.

S4.2 Each vehicle shall have a key-locking system which, whenever the key is removed, prevents:

(a) The normal activation of the vehicle's engine or motor; and

(b) Either steering or forward self-mobility of the vehicle or both.

S4.2.1 (a) Except as provided in S4.2.2 (a) and (b), the key-locking system required by S4.2 in each vehicle which has an automatic transmission with a "park" position shall, when tested under the procedures in S5.2, prevent removal of the key unless the transmission or transmission shift lever is locked in "park" or becomes locked in "park" as the direct result of removing the key.

(b) Each vehicle shall not move more than 150 mm on a 10 percent grade when the transmission or transmission shift lever is locked in "park."

S4.2.2 (a) Notwithstanding S4.2.1, provided that steering is prevented upon the key's removal, each vehicle specified therein may permit key removal when electrical failure of this system (including battery discharge) occurs or may have a device which, when activated, permits key removal. The means for activating any such device shall be covered by a non-transparent surface which, when installed, prevents sight of and activation of the device. The covering surface shall be